

Edmonton Bulletin.

TELEGRAPHIC.

WINNIPEG, Sept. 20, '97.
Maxime Lepine, one of Riel's councillors, is dead.

General confidence is reported in Canadian trade.

McMillan's elevator at Emerson was destroyed by fire.

Three men were killed by a boiler explosion in Dakota.

A Brockville boy was run down and killed by a bicycle.

Geo. W. Girlestone, formerly of Winnipeg, died at Vancouver.

Thomas Stone, a well known resident of Calgary, died on Saturday.

There is no prospect of a settlement of the English engineers' strike.

Two steamships were lost near Cape Race. The crews were saved.

Four men were killed in a collision on the Wisconsin Central railway.

United States officials report an appalling condition of things on Dyes pass.

The revolt of St. Vincent de Paul convicts, Montreal, is said to be ended.

It is reported that the Ontario general elections will be held in April, 1898.

A balloon, supposed to be Andre's, was seen in Northern Siberia on Sept. 14th.

A recent accident on the C. P. R. in British Columbia was caused by tramps.

Col. Herchmer wires that Major Walsh cannot reach Dawson City by dog train.

Several important changes in the Dominion cabinet are said to be on the tapis.

Margaret Taylor attempted to shoot James McCracken, 338 Jarvis avenue Winnipeg.

Terms of peace between Greece and Turkey were signed by the Sultan on Saturday.

The sixth garrison of Fort Gulestan bravely defended the fort until the relief column arrived.

An attempt to assassinate President Diaz, of Mexico, was made by a man named Arroyo, who was afterwards lynched.

The net debt of Canada increased \$4,547,903 during July and August and revenue decreased \$500,000 during the same period.

The scheme of Volunteer police forces for the Yukon is strongly opposed by some eastern papers and was accepted by the government on Saturday.

General Jeffries' column engaged the Momunds near Pawat pass and were forced to retreat with a loss of 130 killed and wounded. The Momunds lost 180 killed in Thursday's fight.

LOCAL.

MODEL weather for stacking.

TRAIN 55 minutes late at Red Deer.

THURSDAY is starting generally throughout the district.

HON. W. FUSLEY and Dr. Church left on Friday's train.

A. ST. LAURENT, engineer for the Edmonton Railway, returned on Thursday's train.

J. M. LEMOINE, bridge contractor, returned on Thursday's train to push operations on the Edmonton bridge.

JUDGE ROULEAU arrived from Calgary on Thursday's train to look after his mining interests on the Saskatchewan.

W. PATTERSON, of the Hamilton party, who was drowned at Grand Rapids, leaves a wife and family in Ontario.

ED. WILLIAMS arrived from the Landing on Thursday, having brought the Nagle & Haislop party in from their trip.

W. ARMSTRONG and F. Mobley left for Lacombe last week by team. Mr. Armstrong intends returning down the Athabasca to Great Slave lake this fall.

J. N. Davis, who has been buying for at Edmonton for some months past for Jos. Ullman & Sons, of St. Paul, left for home on Friday morning, the season's operations having closed.

On Friday Messrs. G. A. Drole, Judge Rouleau, A. McKenzie, S. R. Benoit and J. Villeneuve drove up the river to visit the Benoit & McKay dredge now in process of being raised and refitted.

An adjourned meeting of the town council and of the directors of the Edmonton district railway company was held on Thursday evening to discuss and ratify the agreement as to the railway charter to Mr. Fugley. The provisions were read, and approved by all present.

C. MARKER, of the government creamery, returned south on Tuesday's train. The meeting held on Thursday afternoon at the creamery was not largely attended, but some knotty questions were pretty thoroughly threshed out, resulting in a better understanding all around.

The interiors of one thousand of the most attractive homes in the United States have been photographed by the Ladies' Home Journal. One hundred of the best of these pictures will be reproduced in that magazine. The first article of the series "Inside of a hundred homes," will appear in the October Journal.

The C. P. R. have sent a party of surveyors under engineer Duchesnay from Victoria to make an exploratory survey for a railway line, from Telegraph Creek at the head of navigation on the Stikine river to Teslin lake, the head of the Hootalinqua branch of the Yukon. This is the route which was opened as a pack trail last spring by the British Columbia government. The distance between the navigable waters of the Stikine and the Yukon is between 100 and 150 miles.

The MacKenzie party pulled out for the Landing on Friday, bound for the Yukon by the MacKenzie route. At Edmonton they were joined by A. McDonald of Mattoon, Illinois, who arrived lately. This increases the number of the party to six and will cause them to correspondingly increase the size of their second boat to be put together at the Landing. The names of the complete party are: A. McKenzie, D. W. McKenzie, A. E. McKenzie, Jas. A. Norn, E. H. Reid and A. McDonald.

MESSRS. REICHEL and Frisby left on Wednesday with 13 pack and saddle horses bound for the Yukon by the Liard river route. They will pack ten horses with 150 pounds apiece and expect to reach Peace river this fall. They will winter in some good hunting district as far as on the season will allow them to push and will go on in the spring. They are hunters, trappers and prospectors of many years experience in the west, and came here from Revelstoke. They will probably be joined at Lake St. Ann by Mr. Johnstone, of Montreal, who took his outfit out there by team and intended purchasing horses there.

No. 1 Manitoba wheat is worth \$1.05 in Montreal.

J. NICHOL, of Lacombe, is in the district buying young stock.

MR. AND MRS. W. J. O. Bouchier and child, of Innisfail, arrived on Sunday, having driven in.

MRS. KELLY, mother of W. J. Kelly and Mrs. S. Bailey, town, left for her home in Ontario on Tuesday's train.

HARVEST thanksgiving in the Methodist church is tomorrow evening. Tea 5.30 to 7.30. Programme at 8.

MRS. MARSH, of Sandy lake, south side, who was recently adjudged insane, has been taken to Brandon asylum.

JOHN LANGAIS, of St. Albert, who went to Peace river last spring and was reported lost this spring, has arrived in town.

W. B. CAMERON, at one time of the Edmonton land office, is now associate editor of Western Field and Stream, of St. Paul.

The Vancouver World quotes wheat at \$32 to \$35 a ton and oats at \$25 a ton, or 96c to \$1.15 a bushel for wheat and 42c for oats.

The Big Island Mining Co., of which Messrs. C. F. Loveland, D. T. Loveland, J. S. Mullen, M. C. Cook and W. S. Cook are members, is being dissolved.

SEVERAL pieces of grading work are to be done by the North-West government on the 14th base line south of the river. Tenders to be in by Wednesday, the 22nd inst.

F. DE JOURNELL, at one time of Edmonton and more recently lecturer on the Yukon, is now manager of a Yukon development and transportation company, of San Francisco.

The annual picnic of the All Saint's church Sunday school was held on Saturday afternoon last at Groat's flat. The weather was most favorable and a very enjoyable time was spent.

W. A. STODGTON and R. C. Edwards, of Bittern lake, arrived on Monday by way of Beaver lake. Crops were good and threshing was in progress at R. Logan's, Beaver lake when they passed.

JACKSON & GRIERSON, of the Alberta hotel, are preparing to erect a brick building, 30x47, three stories high between their present building and the Brown's store. F. Degendorfer is drawing the plans.

S. J. DOWE and E. D. MASSINA are fitting out for an early start by pack trail for Peace river and the Yukon. They will go by Fort Assiniboine and Lesser Slave lake to Peace river at the mouth of the Smoky.

GRAND MASTER THOS. ROBINSON, of Winnipeg, visited South Edmonton on Monday evening last. The masonic brethren of the lodges in Edmonton and South Edmonton met him in the hall of the South Edmonton lodge where he delivered a masonic lecture. He was afterwards entertained at supper by the brethren.

PRINCE KROPOTKINE left for England on Friday's train. During his stay he visited the Rabbit hill, Stony Plain and St. Albert settlements, driven by M. McCauley, M. L. A. Questioning some of the Stony Plain settlers as to whether they desired to return to Europe or not he was informed that they were more than satisfied with their present condition and prospects.

F. M. JUNEAU returned on Thursday's train from the Kootenay mines. He says that the Home Paye mines have all been shut down, and even in the best silver producing mines work is not being pushed as it was a short time ago, consequently large numbers of men are thrown out of employment. The fall in the price of silver is blamed for a good deal of the depression.

THE Commercial of Sept. 15th, quotes wheat at 83c at Portage la Prairie, 80c at Brandon, 78c at Moosomin and 75c at Moose Jaw. This price should be good for at least 70c at Edmonton, the difference in the freight rate to Port Arthur being somewhat under 10c a bushel between Edmonton and Portage la Prairie. Wheat stands at about \$1.00 a bushel in New York.

A CLIPPING from a Glasgow Scotland paper, of recent date mentions that the short stocks of wheat and flour have caused much alarm among Glasgow consumers.

At Leeds flour rose one shilling a sack, making a rise of 11 shillings per sack of 296 pounds in five weeks. The English wheat crop is disappointing, and bread has increased one penny in Rochester and Chatham. Prices of grain and flour have risen at Marseilles, France.

ALEX. TAYLOR, postmaster, returned on Thursday from visiting his brother J. G. Taylor, who is divisional superintendent on the Great Northern, from Minot, Dakota to Havre, Montana. Mrs. J. G. Taylor and children returned with him on a visit.

During Mr. Taylor's absence he went through the country, the districts, crossing the Nakusp to Kalo, through Sandon. He then went down the Kootenay lake and Great Northern railway to Spokane. The boom seemed to have spent much of its force throughout Kootenay and even Spokane city was not as lively as it had been.

In the agricultural region tributary to Spokane there had been excellent crops, but continued wet weather was interfering greatly with harvesting and was greatly damaging the crops. He also visited Great Falls, Helena, Butte and Anaconda. The two former places were very dull. But Butte and Anaconda were fairly lively. He saw a number of Edmonton people in the places visited. From Havre to Minot it was very dry and prairie fires were in the vicinity of Fort Buford, Montana.

Last winter was severe on cattle and there were heavy losses. These losses and the heavy shipments of this cattle to that region likely make cattle scarce in that region next year. Every where enquiries were made as to the Edmonton route to the Yukon.

PRESBYTERY MEETING.

The presbytery of Edmonton met last week for the usual half yearly business. Good reports were received all round. Present Rev. D. G. McQueen, moderator, retiring; Rev. A. Forbes, clerk; Rev. P. Naismith, Olds; Rev. G. C. Gallup, South Edmonton; Rev. G. Vetter, Josephburg, Elders.

Geo. A. Reid, Lacombe; D. S. MacKenzie, South Edmonton. Others present were J. J. Ferguson, Beaver lake; Mr. Donnell, Red Deer; Mr. Woods, Wetaskiwin; Mr. Shaw, Leduc; and Mr. Guy, Belmont. Moderator for the ensuing year Rev. P. Naismith. Next meeting of presbytery at Edmonton on March 8th, '98.

HIT THE TRAIL.

Messrs. J. Williamson, Thos. Dickieson and Jos. Ingram, lately from Montana, with ten horses, and Messrs. B. Gaetz, J. Brooks and A. E. Roberts, of Red Deer, with 16 pack horses started for Peace river today by pack trail. They packed from town and go by Lake St. Ann, McLeod river and Sturgeon lake to Ft. St. John. Some of them will go on to the Yukon in the spring and others return to Edmonton. They have good horses and have loaded 200 pounds and under.

PELLY RIVER PATROL.

Major Griesbach has received a letter from Insp. Moodie of the Pelly river exploring patrol. The party was at the south side of the Athabasca on Monday last, Sept. 13th. All well, horses in good condition and making good progress.

PEACE RIVER PATROL.

Major Griesbach has received news from Insp. Snyder and party. They were at Sturgeon lake on Sept. 4th, on their way to Dunvegan. They had been at the Jasper House and had returned from there. All the party were well. They had been delayed by windfalls and the wet condition of the trail. Two of their horses had been badly injured. One having been jammed on the back by a falling tree. There are a number of Indian horses at Sturgeon lake and whitethair are numerous and of excellent quality. Three traders are established there.

FROM GRAND PRAIRIE.

D. Noyes, jr., arrived on Saturday from Saskatoon lake, Grand Prairie, near the Rocky Mountains, by way of Smoky river and Sturgeon lake, mouth of McLeod and Lake St. Ann. He met Insp. Snyder and party at Sturgeon lake on Sept. 4th. Met the Fresno party on the north side of the Athabasca on Sept. 13th. Met Insp. Moodie and party on the south side of the Athabasca the same day. Met Stout, Ersh, Wigmore and Riddell about 30 miles this side of the Athabasca, and met W. S. Johnstone, of Montreal, and S. Cunningham at the Narrows of Lake St. Ann bound for Fort St. John. The Fresno party were all well, but were making slow progress. They had lost four horses, three having strayed away. They bought two others from the Indians at the Athabasca, and one of these broke his neck when tied to a tree. They proposed to divide into four parties, as the whole outfit was too unwieldy for travel over bad roads. They had secured the use of an Indian canoe at the Athabasca in which they crossed their outfit. They would be able to get horses at Sturgeon lake or Grand Prairie when they reach there. They were quite gritty, but saw their mistake in buying poor horses and then loading them so heavily. Mrs. Garner was with the party and seemed to be well and taking an active part in the proceedings. They were then entering on the worst of the road, from the Athabasca to Sturgeon lake, about 100 miles, in which there are a good many windfalls and some muskeg. Once the Big Smoky is crossed they would be on Grand Prairie, and the travelling would be good to Fort St. John. Insp. Moodie engaged Urban Gladu, who had guided Mr. Noyes out, to return with his party. The police party were in good health and heart and were travelling well. Stout, Ersh, Wigmore and Riddell were travelling well and were gaining on the Fresno party, being only 30 miles behind. They had engaged John Gladu as guide. They had lost one horse by straying away. They seemed well satisfied with the progress they were making, but were not professional packers.

Mr. Noyes left Edmonton on Aug. 3rd with one man and two pack and two saddle horses. The pack horses were loaded with about 175 pounds each. They were two days reaching Lake St. Ann. They left St. Ann on Aug. 11th. They were five days more reaching the Athabasca, nine days to Sturgeon lake, three days to Smoky river and six days to Saskatoon lake. This lake was about four days east of the mountains and about eight days southeast of Fort St. John. The trail to Saskatoon lake forked from the main trail to Dunvegan and St. John on the west bank of the Smoky. Mr. Noyes estimates his rate of travelling at 20 miles a day. When packing with loads he says the usual rate is 12 to 15 miles, with loads of 200 pounds, on good horses. The Athabasca and the Smoky had to be rafted. The Pembina and the Little Smoky were fordable, but sometimes are too high. The trail from Lake St. Ann, across the Pembina to the Athabasca is good. The ground is dry, there are no windfalls and there are some prairie openings. From the Athabasca, across the Little Smoky past Sturgeon lake to the Smoky the country is all timbered, there is much fallen timber and some muskeg. This is the bad part of the road. Sturgeon lake is crossed at the Narrows by boat or raft as it is too deep to ford. A trail around exists but is not much used.

STRIKE.

A large number of the laborers and artisans employed on the bridge struck work this morning. They were engaged by the contractor at current wages. The dispute is as to what are current wages. Just now owing to harvesting and threshing being on and a large number of buildings being in progress in town wages are rising. The contractor offers the wages as they were and the men want the wages as they are or are expected to be. The wages offered are: laborers 15c an hour, equal to \$1.50 a day of ten hours; carpenters, \$2.50; teams, \$3.00. The wages asked are: laborers, \$2.00; carpenters, \$3.00; teams, \$4.00. The men hold a meeting to-night in the Saddlery Co.'s hall for the purpose of organizing a labor union.

WINNIPEG WITH US.

In response to a communication from A. G. Randall, town clerk Edmonton, it was moved in the Winnipeg city council by Aldermen Andrews and Bell: That the Dominion government be memorialized to open an overland road to the Yukon country via Edmonton, and that the city solicitors be instructed to prepare and forward an appropriate memorial to the proper authorities.

NEW ADVERTISEMENTS.

LAND TITLES ACT 1894.

CANADA PERMANENT LOAN & SAVINGS COMPANY VS. SHAWB.

NOTICE!

Notice is hereby given, pursuant to the order of the Honorable Mr. Justice Rouleau made herein on the 13th day of September, A. D. 1897, that the following lands and premises are offered for sale, viz: The south-east quarter of Section 10, Township 54, Range 24, west of the Fourth Meridian, in the District of Alberta, in the North-West Territories of Canada.

And take further notice that Monday, the 8th day of November, 1897, is the date fixed by said order upon or after which the mortgages may make application for and obtain an absolute order for foreclosure of all the estates, rights, title, interest and equity of redemption of the mortgagee of, in and to the said lands and premises, pursuant to the provisions of the said Land Titles Act, 1894.

Dated at Edmonton this 10th day of September, A. D. 1897.

BECK & EMERY,
Advocates for the Canada Permanent Loan & Savings Co.
the Mortgagees.

93-98

To the Yukon!

VIA PACK SADDLES

Which are to be had in unlimited quantity at the

EDMONTON SADDLERY CO'S STORE.

Complete outfitters in the leather line. Wholesale and retail dealers in Saddles, Whips, Slickers, Cartridge Belts, Pistol Holsters, Knife Sheaths, and everything that is found in a first-class Saddlery Shop.

W. H. MARTIN, MGR.

Yukon Edition

To facilitate the spread of information regarding the Edmonton routes to the Yukon, the BULLETIN will mail free of charge a copy of its special Yukon number to any address left with it for that purpose by a resident of Edmonton. Citizens will find this a ready means of replying to the numerous enquiries made for information.

Edmonton Planing Mills.

Cedar Sash and Doors, Mouldings, Casings, etc. Window and Door Frames made to order. Also all kinds of Turned Work. Kananaskis Limes for sale. A carload to arrive next week.

K. A. McLEOD, Proprietor.
Mill and office, corner Namayo Avenue
P.O. Box 175

OFF FOR THE YUKON!

TRA-LA-LA EVERYBODY



ALL SMOOTH SAILING

When you are supplied with a good and complete medicine chest from

...MACDONALD'S...

Every gold hunter should have a few necessary medicines. We know what you want and make a SPECIALTY of outfitting

Gold Miners, Prospectors, Explorers, Traders, and Trappers.

The largest and best equipped Drug Store in Northern Alberta.

REMEMBER THE PLACE

Macdonald's Pharmacy.

East of Imperial Bank.

YUKON!!

Folding Camp Cook Stoves.

I have a complete stock of miner's and prospector's hardware in the way of picks, shovels, washing pans, carpenter tools, guns, rifles, ammunition, camp cooking utensils, and the celebrated folding camp cook stoves, made for the trade.

LIGHT AND DURABLE.

Orders by mail promptly filled. All kinds of tinware made to order.

JAS. A. STOVEL.

Bulletin office.

The Railroad

TO CROSS AT

Ft. Saskatchewan

To bring customers to Shera & Co. to buy Groceries, Dry Goods, Boots & Shoes, Gents' Furnishings, Crockery and Glassware. All new and well assorted. No trouble to show goods and give prices.

SHERA & CO.,
FORT SASKATCHEWAN.

COAL! - COAL!

Of first class quality \$2.50 per ton delivered. Cash on delivery, no exceptions.

J. MILNER.

SENSATION IN...

Clothing Prices

Owing to circumstances we were enabled to purchase a big lot of Clothing below the average price which we are going to sell cheap.

Men's Blue Serge and Tweed Suits for	\$5 00
Men's Blue Serge, Heavy	7 50
Men's Heavy Tweed Suits for winter wear,	6 50
Men's Heavy Tweed Suits, double breasted,	7 50
Men's Heavy Tweed Suits, double breasted,	8 50
Men's Heavy Tweed Suits, double breasted,	10 00
Men's Irish Serge Suits, double breasted,	10 00
Boys' 2-piece Suits, Blue Serge,	1 75
Boys' 2-piece Suits, Blue Serge,	2 50
Boys' 2-piece Suits, Blue Serge,	3 00
Boys' 2-piece Tweed Suits,	2 50
Boys' 2-piece Tweed Suits,	3 00
Boys' 2-piece Tweed Suits,	3 50
Boys' 3-piece Serge Suits,	3 50
Boys' 3-piece Serge Suits,	4 50
Boys' 3-piece Tweed Suits, long or short pants,	3 50
Boys' 3-piece Tweed Suits, long or short pants,	4 50
Boys' 3-piece Tweed Suits, long or short pants,	5 00
Boys' 3-piece Tweed Suits, long or short pants,	6 00
Youths' Serge Suits,	5 00
Youths' Tweed Suits,	5 00
Youths' Tweed Suits,	6 00
Youths' Tweed Suits,	7 50
Youths' Tweed Suits,	8 00

We want every man and boy in the country to benefit by our transaction. Come and see us. It will pay you.

We also sell Underwear, Fur Caps, Mitts, Fur Coats, Boots & Shoes, Moccasins, and every thing a man needs to wear.

Yours for the Clothing business,

W. T. HENRY & Co.

..Men's Complete Outfitters, Edmonton..

.. FOR SALE AT BARGAINS ..

THE TWO COTTAGES on Lot 52, R. L. 6, on west side of McDougall St., directly opposite residence of D. W. Macdonald. VERY LOW PRICES ARE ASKED. One or both can be bought.

.. TO LET ..

TAYLOR BLOCK—STORE AND CELLAR. Stairway will be removed and store, 29ft. by 60ft. OR IT WILL BE DIVIDED INTO TWO SINGLE STORES, with stairs removed. WAREHOUSE, 30 x 40ft. at rear, will be leased for grain or with the store. Apply to

H. C. TAYLOR, Barrister,
OWNER'S AGENT.

EDMONTON BULLETIN.

(SUNDAY EDITION.)

Printed Monday and Thursday evenings.
Subscription \$3 a year, in advance.
Transient advertisements: Five lines and under,
three insertions and under \$1, or 10 cents a line for
insertion and 5 cents a line each week or part of week
after.

Standing advertisement—50 cts a line for 3 months.
FRANK OLIVER. — PROPRIETOR.
EDMONTON BULLETIN, SEPTEMBER 20th, 1897

OUR STEP-MOTHER.

It will be noticed that the C. P. R. has sent a corps of engineers to survey a railway route by way of the Pacific coast to the waters of the Yukon. The Globe may now be expected to advance reasons why the Yukon should have railway communication at the public expense,—just as it was a short time ago busily showing why the country should not be taxed to build a road there. But there is a feature of this matter worth considering besides the vagaries of the railway company's organ in chief. If a belief sedulously cultivated in the minds of the people of Eastern Canada by the organs of the company that the Canada Pacific railway was paid for by the people of Canada solely for the development and benefit of the Northwest; and that to-day the vast interest held by the company in the west is an amply sufficient guarantee that the company will act on all occasions in the best interests of the west, that being their own interest. This is an eminently comfortable doctrine for people in high places who wish to shirk their proper responsibilities; for reasons more or less creditable to their judgment in matters concerning in severalty, themselves and the public. But it is a doctrine which does not hold water in the Northwest. The people of the west do not "think" or "believe" on this question they "know" by hard experience that the development of the Northwest is the last and least thing to claim the attention of the C. P. R. The action of the company on the Yukon question is a case in point. The Yukon region is a part of the Northwest Territories. It is shut out from the sea by United States territory. The Canada Pacific railway company is operating the railway which approaches most closely to the Yukon gold fields. There are two feasible routes from that terminus to the gold fields. It would be to the advantage of the whole Northwest to have the Yukon opened to trade from this side so that our beef cattle would be driven in; our ponies—now practically without value—would be worth money for packing in prospectors and their supplies; our flour and bacon would find a ready home market and the attention of the world would be drawn to the Territories as the highway to the greatest gold field on earth. It was a chance of ten thousand for the C. P. R. to boom its property in the Northwest by pushing for the opening of this route. Did it? It did as it has done in every case since its charter was first granted. It threw all its influence against the Northwest and in favor of another route, with very tangible results. Why? Because it could ticket passengers further over its railway to Vancouver and its steamboat line to Dyea or Skagway and so get more passage money out of them, than it could by sending them to Edmonton. The amount of the passage money, not the interests of the Northwest, was the first consideration. They have the Northwest hard and fast, thanks to the Crow's Nest railway agreement; and it will be here when they want to use it. In the mean time it can wait. This may be business on the part of the C. P. R. Probably it is, but it is not business for the Northwest. It is not business on the part of the wholesale merchants, the produce dealers and the manufacturers of Eastern Canada to support an institution which in a case such as this uses its every exertion to direct trade by channels through which they must compete at an overwhelming disadvantage as compared with a channel over which they would have an absolute monopoly. Let the people of Eastern Canada understand that this is not only a western matter. It is an eastern matter as well. The coast route by any pass or conveyance means that the sound cities of the United States will do three-fourths of the Yukon trade. The opening of the entirely Northwest route will mean not only a great boom to the agricultural regions of the Territories; not only the opening up of a new, vast and valuable additional agricultural, pastoral and mineral area, but also that Eastern Canada could and would hold the Yukon trade against all com-

petition. The foregoing is not given as an argument against the coast route being developed in any way or to any extent that may be practicable. It is merely to show that where the C. P. R. can see even a small temporary advantage to its present shareholders the interests of the Northwest or of the people in it cut no figure; and in this case it happens that Eastern Canada is in the same boat. In other words that the idea that the C. P. R. is a safe guardian of the interests of the Northwest is as false now as it always was ridiculous. The Canada Pacific railway has been run at the cost of Canada to the benefit of the United States and this is the latest case in point. The railway monopoly in the Northwest held by the Canada Pacific railway company and the way in which it is used is the only bar to the general development of the west and to the consequent prosperity of the whole of Canada.

UTAH TO YUKON.

Messrs. Harry Macdonald, Fred J. McNally and G. R. Hunter, of Cedar City, Utah, arrived on Thursday's train bound for the Yukon by the overland route. These gentlemen and a large number of others intended at first to go by the St. Michael's and Yukon river route; but hearing that they were not likely to be successful it was decided that these three gentlemen should come on and report on the overland route by way of Edmonton. They had some difficulty in getting information as to the location of Edmonton to say nothing of the route beyond, and were utterly unable to get a ticket through to here. Even at Great Falls, the United States terminus of the Lethbridge line, they could not get a ticket through to Edmonton and the station agent had some difficulty in giving them the proper directions. They had to change cars five times coming from Cedar City to Edmonton, and were delayed several days by bad connections. They are delighted with the fertile appearance of Northern Alberta as compared with arid regions of the south. Mr. Macdonald is a professional packer and has no fear of making to Peace river this season. They will purchase about 22 head of horses and will load light, so as to make good time. They are very emphatic as to the necessity of advertising the Edmonton route and Edmonton as the outfitting point. They were informed that they could not purchase what they required at Edmonton and that the prices were unreasonable. They find the contrary the case.

FROM THE PEACE TO THE LIARD.

The following statement was made under oath to Mr. A. Prince, president of the St. Albert half breed association, by Paul Chanteur, the Indian who accompanied the police exploring party on their trip to the Liard, and has been handed by Mr. Prince to the BULLETIN for publication:

I have lived for the last twenty years in the country extending between the Peace river and the Liard river at the foot of the Rocky Mountains. This has been and is still my hunting and trapping ground, traveling at different seasons in different parts of that large country.

For the guiding of a party in the direction of Yukon river, I know the country from Sturgeon lake, south of Peace river as far as a certain point on Liard river where I was stopped by the mountains and could not go further up, I thought.

I have travelled the distance from Fort St. John to that certain place on Liard in the month of August some fifteen years ago. The trip going lasted about 25 days. We were going fast on account of the easy country we were going across. The first night of our trip we camped at a little lake called Fish lake. The second night at Shortall river, the third night at Halfway river. This area of land is as fine a prairie fit for settlement and cultivation as any part of Northern Alberta. North of Halfway river is also a prairie covered more or less with small bluffs of poplar, but there are no forests or nothing like the country between here and the Athabasca river. Our horses always found good feed and water. We followed the Liard river up till we met with high rocks which stopped our march with horses. I believe that no horses went further than ours in that direction. At our last camp we saw the place where some Indians had camped one or two days before. They had no horses with them. They were Nahannis Indians.

During our trip back we followed the foot of the mountains more than on our way up; but the country is of about the same character and is as easily travelled. I think it is even better.

A cart trail could be opened in all that country without any trouble and very little expense.

I am quite sure that I went up the Liard to a point beyond the Devil's rapid. I did not look for a pass through mountains at that particular place.

I did not enter into the valley of

the Liard, but followed it on the heights or hills of its south side. I found a good passable road all along. Hay plentiful everywhere.

Horses winter out at Halfway river as easily as here. The snow is but a little deeper than in North Alberta.

All rivers, creeks and lakes of that region are full of fish.

Big game is plentiful also for game.

The Indians of the mountains are good natured men and I have no doubt that guides for that last part of the road are obtainable there.

FROM THE ATHABASCA TO THE PEACE.

The following statement, from Baptiste Hamelin, of Fort Assiniboine, has been procured under oath by Mr. A. Prince, president of the half breed association of St. Albert, and handed by him to the BULLETIN for publication:

I am now seventy years of age and I have always lived by trapping and hunting in the country included between the Athabasca river and Peace river, the Rocky Mountains and Grand rapids, and I know every spot of that country.

If I was now to drive horses from here to Fort St. John I would take the following road. Going to Fort Assiniboine then following the Freeman river to its head, then the height of land between the creeks and rivers emptying in the Athabasca in the south and in Peace river in the north, which offers a plateau easily travelled as far as Sturgeon lake. From this lake to St. John there is a pack trail used all year long. Fifteen days should be sufficient to make the trip. I used to pack from Sturgeon lake to Assiniboine by the above road and walk the distance in three days, and this is the hardest part of the route.

The road by lake St. Ann is passable up to McLeod river, but further on is very difficult, full of coulees, rivers and big wood.

THOSE ROYALTIES.

A correspondent of the BULLETIN writing on the subject of the Yukon mining regulations says:

From the way in which some papers write, one would think the Yukon miners, who have discovered and are developing the gold of that region, had no rights whatever! I wonder how the people of the provinces, and of the other settled Territories of the Dominion, would like to have similar assertions made, and rules applied, even in a very much milder form than those complained of. I guess there would be a great outcry against our rulers at Ottawa—in fact, a rebellion! They might as well exact a royalty from all successful farmers. Why again should the miners of the most inhospitable region in the world be treated differently from those of more favored localities—or even from the holders of timber limits, quartz and other mineral mines in the Dominion.

W. K. PATTERSON—DROWNED.

The Hamilton Herald of Aug. 14th, a copy of which has been handed the BULLETIN, has photo engravings and short sketches of the Hamilton party, who recently suffered the loss of one of their number by drowning at Grand rapids. Of the deceased it says:

"William K. Patterson, married, is 33 years of age, is six feet two inches in height, and his weight is 190 pounds. He was born in the County of Tyrone, Ireland, but he has lived in this city, (Hamilton) 22 years. He is an engineer, and he has the blacksmith trade, consequently he will be a handy man to have around when a shack is needed or the party wants a boat." The names of the other members of the party are: James E. Devine, married, Edward Harris, Arthur W. Camplin, H. William Richmond and R. Hunter.

G. H. L. Bossange

BOOKSELLER
& STATIONER

Office and School Supplies,

Novels Pipes Cards

Violins, Accordions,

Hamocks, Croquet, Foot Balls

Children's Wagons.

GO TO..

MRS. BUSH

For the latest in Millinery, Ladies' Blouses, Ready-made Wrappers and Children's Wear.

TO OVERSEERS

Of Statute Labor Districts.

THE BULLETIN has now on hand a stock of Notices re Statute Labor Assessment.

Greatest Bargains of the Day

.. AT THE ..

.Manchester House.

16 Yards Good Strong Flannelette for \$1.00.
14 Yards Good Strong Gingham for \$1.00.
16 Yards Prints (large selection) for \$1.00.
Fancy Flannelettes for Children's Dresses from 10cts.
White and Colored Muslins, 10cts. and 12½cts.
Ladies' Trimmed Hats from \$1.50. Fancy Shapes from 25c
Children's Straw and Cloth Caps (great variety) from 15c.
Children's Fancy Handkerchiefs, 2 for 5c.
Dozens of Ladies' Blouses from 50c upwards.
Splendid values in Men's, Women's, and Children's Boots, Shoes and Slippers
Pillow Cotton from 12½c. Towelling from 5c. and upwards
A nice line of Wrappers from \$1.50.

There is a competent Dressmaker on the premises

Terms Strictly Cash. Positively no exceptions.

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... THE MANCHESTER HOUSE.

.. Klondyke ..

Stewart, Pelly and Liard Rivers is where fortunes are being found.

EDMONTON

Is the shortest and best route to the Gold Fields, and

LARUE & PICARD'S

Is the place for intending miners to buy their necessary

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Valuable information furnished free in reference to Routes, Guides, etc., by the firm, who have a branch store at Slave Lake. Come and see us.

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MENS, BOYS AND YOUTHS'

CLOTHING, PEA JACKETS AND OVERCOATS.

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Large and well assorted stock of Groceries constantly on hand.

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I handle everything that can be bought or sold
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FORT SASKATCHEWAN.
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The Celebrated Ram Lal's and Blue Ribbon Teas always in stock.
Oats, Potatoes, Butter and Eggs taken in trade.

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Is now open to Pic-nicking, Boating and Camping Parties.

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Follow trail along side of railway until you reach a signboard, about half mile from station, and signboards appear at intervals along the way.

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GROCER & TEA DEALER

For the Best Tea
For the Best Coffee
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For the Best Bran & Shorts
For the Best Graham Flour
For the Best Rolled Oats
For the Best Potatoes.

Flour at Reduced Prices.

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Grocer and Tea Dealer, Edmonton

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Will keep the very best stock of Watches, Clocks, Jewellery and Silverware possible for 1897. Also will be in position to do the best work in the repairing department.

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IS FIRST CLASS. TRY IT.

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JUST ARRIVED...

A beautiful assortment of Ladies' Hats and Bonnets in all the latest styles and shapes. Also a profusion of Flowers, Ribbons and Hat Trimmings of every description.

The trimming of Hats and Bonnets a specialty. Call at my Millinery apartments in the "Alberta House," Fort Saskatchewan. Terms Strictly Cash.

MRS. F. M. KEEGAN.

NOTICE.

Notice is hereby given that on the 15th day of September, next, at the hour of 4 o'clock, p. m., at the Josephine school house, No. 296, there will be offered for sale by public auction in accordance with the terms and provisions of the School Ordinance of the Northwest Territories, providing for the sale of lands for arrears of school taxes, the following lands situated in Josephine School District No. 296, R. W. T., Canada:

The North half of Section 8, Township 15, Range 21, west 4th meridian, for the arrears of school taxes on N.W. ¼, 1894, \$6.00. Interest, \$6.00—\$6.00
" " " " 1895, 6.00. " 6.00—6.00
" " " " 1896, 6.00. " 6.00—6.00
" " " " 18 7, 6.00. " 6.00—6.00
Total, \$24.00

Taxes on N.W. ¼, 1894, \$6.00. Interest, \$6.00—\$6.00
" " " " 1895, 6.00. " 6.00—6.00
" " " " 1896, 6.00. " 6.00—6.00
Total, \$24.00

GUS. DOER, Treasurer.

A Special - -

- - Yukon Line

of goods has just arrived at Sigler & Cristall's, such as Heavy Pea Jackets, and Pants, Heavy Underwear, Socks, Overalls, Smocks, etc.

Call in and see us.

No trouble to show goods.

Sigler & Cristall

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Next to Macdonald's Drug Store.

NOTICE.

Advertisers wishing their advertisements changed will please hand in copy the day previous to the date of publication.

EDWARD C. DAWSON, S. C. E.
SURVEYOR AND MEASURE ESTIMATOR, ETC.
Very reasonable charges. Mail Correspondence strictly attended to.
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Tombstones and Monuments
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LUMBER
& FLOUR

. Mills .

FLOUR AT A GREAT REDUCTION.

A large and assorted stock of Dry Lumber on hand which has been lately augmented by the purchase of Fraser & McKernan's stock.

British Columbia Fir and Cedar Lumber, Shingles, Lath, Mouldings and Casings, Doors and Windows.

STONY PLAIN.

Contractor McCauley with four men is busily engaged on the framework of the Spruce Grove school house.

Noah Zeigler has opened the threshing season. Mr. D. Brox will commence operations on the island on the 27th inst.

Mr. J. A. Calder inspector of schools spent three days this week visiting those of the Plain.

We are pleased to learn that Mr. Sidney Truscott has recovered from his late illness. We hope it will be long ere he is afflicted again in like manner.

Our farmers have commenced stacking. Next week will finish the harvest.

Mr. D. Brown late of the Kootenay spent Sunday on the Plain.

The Misses Groat of Edmonton, spent Sunday with their brother, Alex. Groat.

Sept. 15th, '97.

GLENGARRY.

Inspector Calder visited the school on September 7th. There are now 35 scholars on the roll. With large attendances it may be expected that this school will now be kept open for the whole year.

Mrs. Rory R. McDonald and family arrived from Idaho last week.

The binders have all been busy the past week or two. The crops are good and very heavy and require more time than most of the settlers at first calculated. There have been one or two slight frosts, but not to hurt anything except grain that was sown very late and consequently is not ripe.

Preparations are being made for a harvest home picnic and entertainment at the school on Oct. 9th. Sports, baseball and football, followed by readings, recitations, dialogues, songs and music in the evening. More particulars later.

Several threshers are getting their outfits in shape for the season's work.

If the Yukon and other northern rivers keep on drawing the crowds of gold seekers from all over America, and a railway is built from Edmonton (as we all hope) then burrah! for Glengarry station on the Edmonton and Yukon railway. Just the right distance from Edmonton for a station.

Aug. 14th, 1897.

ANGUS RIDGE.

Rev. Mr. Thorn, Wetaskiwin, was the guest of Mr. and Mrs. Thirk on Tuesday.

The first meeting of the Union Sabbath school for the appointment of officers was held this week. Superintendent and teacher of the bible class, Mr. John McVicar; deputy superintendent and teacher of the intermediate class, Mr. John Downswell; primary teacher, Mrs. Nelles; sec.-treas., Mr. Charles Nelles. Another class may be formed in the near future.

The sacrament of the Lord's supper will be dispensed here sometime in October by Rev. Mr. McQueen, of Edmonton. It is to be hoped that Mr. McQueen will be able to spend a few days here, when all will be pleased to see him.

Mr. Wilson, our sec.-treas., who had such a serious attack of rheumatism, is slowly improving.

Mr. Waterston, of Ottawa, is visiting his cousin, Mr. Will Waterston.

Mr. and Mrs. Truesdell were the guests of postmaster and Mrs. Angus, this week.

The rain on Tuesday will put an end to hauling in grain for a few days.

The authorities at Regina should try to do something towards getting a text book in geography for the public schools which will show the many advantages and also the improvements which have taken place in the Territories during the last decade. Let us be up and doing. The government should place a map of the Territories in each school house. It would greatly interest the children.

John McVicar, teacher of the Battle river school, has been re-engaged for 1898 at a salary of \$450. An increase of \$30 over present salary.

RED DEER.

Annual fall races here to-day. The weather was all that could be desired, and the race course in splendid condition. What was to have been the principal event of the day was declared off on account of one of the horses being lame. The trot between G. W. West's horse from Innisfail, and W. Springbett's mare, of Red Deer, was postponed on account of Mr. West's horse having cut his foot some time ago, although a start was made. The pony race between Mr. Vernon H. Mott's grey pony, from Buffalo lake, and S. Wilson's bay pony, of Red Deer, half mile heats, best two in three, was the only race of any importance that took place. The first two heats were won by the Red Deer pony very easily. Not much money changed hands, but a very enjoyable time was had by all who attended.

Sept. 15th.

Free Press: "Mr. McDougall, traveling inspector for the Hudson Bay Co., who knows the whole Northwest country thoroughly, recommends the route via Athabasca Landing and the Mackenzie river, for the purpose of reaching the Yukon. It is much safer than the Chilcot Pass.

RAILWAY AGREEMENT.

As a result of the recent visit of Messrs. Pugsley and Church and of the negotiations then set on foot, an agreement has been entered into between the Edmonton District Railway Co., the town of Edmonton and Messrs. W. Pugsley, of St. John, N. B., and Lewis Lukes, of Montreal, whereby the company and town agree to hand over the railway charter and its privileges if called upon by Messrs. Pugsley and Church, at any time within three months from Sept. 16th, 1897, subject to these gentlemen binding themselves.

1. To construct a railway from a point on the Calgary & Edmonton railway line in South Edmonton to a point to be fixed by the town council within the town of Edmonton, within one year from the completion of the bridge across the Saskatchewan. In default of the completion of this piece of line within the time specified all benefit and advantage acquired under the agreement is to revert to the town, as if the agreement had not been made.

2. As soon as this piece of line is constructed passenger and freight trains are to run over it in close connection with trains on the C. & E. railway.

3. By Sept. 16th, '99, a railway is to be completed from Edmonton to a point on the Athabasca river near Fort Assiniboine.

4. A brick or stone railway station is to be erected in Edmonton at a cost of not less than \$5,000 at a point to be selected by the town council, and must be maintained as long as the railway is operated.

5. All workshops necessary for the railway from South Edmonton to the end of its various branches must be located within the town of Edmonton and permanently maintained there.

6. Within a year from Sept. 16th, '97, a line of steamers sufficient and suitable for the Yukon trade must be placed on the waters of the Athabasca and Mackenzie and connections; so as to form a continuous water route to the vicinity of the Yukon (excepting portages) within four years.

7. The railway and its branches shall be so operated that the town of Edmonton shall be on the main line.

7. The sum of \$4,000 is to be paid by Messrs. Pugsley and Lukes to the town at the time of their taking up the option, this being in full of the expense incurred in securing the charter.

8. If the name of the company is ever changed the word "Edmonton" must remain the first word of the name.

9. Passenger and freight rates shall in all cases be the same as to South Edmonton, or as little as possible greater. In no case shall the rate from South Edmonton to Edmonton be greater than for the same distance on the C. & E. railway.

11. The town reserves to itself such rights and privileges as it has in the bridge, but will support the railway towards securing the right to use the bridge free, subject to concurrent rights of no greater extent granted to any other line of railway.

12. The company and town agree to apply to parliament for an extension of the charter northwesterly and for a slight change in the route, at the expense of Messrs. Pugsley and Lukes.

POPLAR LAKE.

John Kennedy has just finished threshing. He has about 7,000 bushels of grain, nearly 3,000 of which is wheat.

Mr. Whitely intends to move on to his own farm as soon as his new house, now partly built, is finished.

Sept. 18th, '97.

TOWN PROPERTY FOR SALE.

Also Selected Improved and Wild

Grain and Grass LANDS.

Well Wooded and Watered, some including

COAL AND GOLD MINES

AT

COWIE'S

LAND, MINING & INSURANCE AGENCY,

EDMONTON, ALTA.

Buy before the Boom beginning at Edmonton, as the Farm Base of Supply for the Kootenay and Cariboo, the Peace, Liard and Mackenzie River and the

Yukon Gold Fields.

NOTICE!

Any parties owing any accounts to me are requested to pay the same to Mrs. Howey, who will give receipts for same.

W. R. HOWEY.

Hudson's Bay Company

(INCORPORATED 1670)

The shortest, cheapest and safest route to the

Yukon Gold Fields

Has been clearly defined and

EDMONTON

Is its starting point. Parties can be furnished with all the necessary supplies on the shortest notice at the closest prices. We have on hand the largest and most complete stock of Groceries here and are prepared to fill any order, no matter how large, with the most reliable goods at the lowest prices.

Quotations and any other information cheerfully supplied, verbally or by letter.

Some reasons why you should outfit with us:

We have had a large experience in the country, and this we place at your service.

We handle only the best and most reliable goods. We import them under the most favorable conditions, and being the largest buyers we secure the best prices, of which we give our customers the benefit.

Miners' Furnishings

We have on hand a full range of Clothing, Blankets, Boots, etc. which from long experience has been found most suitable to the climate, the quality of which we guarantee, and the prices will be found to compare favorably with other and inferior goods.

H. B. Blankets,
Heavy Tweed
Clothing,
Woollen Underwear
Drill Jackets
and Overalls,
Heavy Wool Shirts
Rubber Boots,
Gloves and Mitts
Fur and Cloth Caps

New goods especially adapted to this trade constantly arriving.

Before purchasing elsewhere call and inspect our goods and obtain prices from

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The Yukon Edition of the Edmonton Bulletin for sale at 5 cents per copy.

The Edmonton "Bulletin" and Toronto Weekly Globe, \$2.00 per year in advance.

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CHOICE OF SIX ROUTES

TO MONTREAL, TORONTO, NEW YORK and all Eastern points.

Lake route to the east. Sailings from Fort William.

Alberta every Tuesday.

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Connecting trains from Winnipeg at 12.40 Monday, Wednesday and Saturday.

To China and Japan from Vancouver: Empress of China, Sept. 14 Empress of India, Oct. 12

To Honolulu, Australia, New Zealand, via the Can. Aus. Line from Vancouver: Warimoo, Sept. 20 Miowera, Oct. 18

If you are looking for a place to spend the winter, Japan and the Hawaiian Islands are reached as easy as other points and the expense is less than other resorts.

For further information write or apply to J. GREGG, Agent, Edmonton

Or to ROBERT KERR, Gen'l Traffic Manager, Winnipeg

Fort Saskatchewan MILLING COMPANY.

BRANDS:

"Alberta Patent"
"Alberta Strong Bakers"
"Our Daily Bread"
"X X"

Wholesale Orders a Specialty.

Traders would do well to enquire for prices before purchasing elsewhere. Once used always used. More bread to the sack than any other Flour manufactured in Alberta.

FORT SASKATCHEWAN AND STURGEON MILLS.

Post Office—Fort Saskatchewan.

Merchants and Traders supplied from the Wholesale Depot at Edmonton. All brands in stock.

W. S. ROBERTSON, Agent.

NOTICE.

We understand that flour has been offered for sale in unbranded sacks, and represented as the product of our mill, and we wish to warn the public that we will be responsible for neither the quantity or quality of any flour claimed to be our product unless in sacks branded with our trade mark.

FORT SASKATCHEWAN MILLING CO

LUMBER FOR SALE

AT STURGEON MILL.

All kinds of lumber for sale. Best lumber a specialty. Call or write for prices.

Boats,

Boat Stuff,

Pack Saddles

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Office, Imperial Bank Block.

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Sole Agent for

JOHN WALTER,

BOAT BUILDER.

Upper Ferry Landing.

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Reserve, \$1,150,000.00

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DRAFTS SOLD, available at all points in Canada, United States and Europe.

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SAVINGS BANK DEPARTMENT—Deposits of \$1 and upwards received and interest allowed. DEBITURES—Municipal and other Debitures purchased. GOLD AMALGAM purchased.

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HOTEL ARRIVALS.

Alberta—H. C. Robinson, Port Hope; H. Cinnamon, Vermillion; Isaac Cowie, Town; W. M. Edwards; Ottawa; John C. Gordon, Manawan; J. N. Davis, St. Paul; W. Massey; Geo. Wrigley, Toronto; A. St. Laurent, Winnipeg; A. R. Chisholm, Oak Lake; Mr. Justice Rouleau, J. P. J. Jephson, C. W. McMillan, Calgary; John Rockwell, Fort Saskatchewan; John Reipinger, St. Paul; J. M. Lemoine, Montreal; J. Reipinger, H. J. Girard, Town; E. Brosseau, F. Lemoine, St. Albert; L. S. Picard, Saddle Lake; Major Griesbach, J. W. Shera, Fort Saskatchewan; Mr. and Mrs. W. J. A. Bouchier, and child, Inanifail; W. A. Staughton, B. C. Edwards, Wetaskiwin.

Queen's—D. Maloney, W. Chisholm, St. Albert; L. Lamoureux, Sturgeon; L. Moret, Jos. Lamoureux, R. A. Bell, P. B. Cunliff, Fort Saskatchewan; C. M. Turner, Calgary; A. MacKenzie, Montreal; J. M. Lay, H. DeRoux, Town; J. J. Brooks, Red Deer; Geo. E. Irving, Kent, N. B.; Gas Doze, A. Shackleton, Beaver Hills; A. Walker, Agricola; B. McLeod, Kent, N. B.; Mrs. J. E. Graham, Mrs. T. M. Grindley, Geo. Palmer, J. P. Fullerton, A. N. Howard, Fort Saskatchewan; A. E. Roberts, Red Deer; D. W. McKenzie, R. A. McKenzie, A. R. McKenzie, J. Norm, E. H. Reid, Beaver Lake; A. McDonald, Mattoon, Ill.; Dr. Cross, Mrs. Johnstone, South Edmonton; Mrs. Cook, Beaver Hills; J. E. Beauchemin, Sorel, Que.; G. H. Irving, Kent, N. B.

Jasper—Elio Riquette, J. Whitney, Fort Saskatchewan; A. R. McKenzie, D. W. McKenzie, A. Norm, Beaver Lake; E. P. Jones, Town; L. Patrick, Jas. Barnes, Geo. Wood, Peter Blatchford, Calgary; Chas. Lye, Vancouver; S. Allen, Winnipeg; Dan Brox, H. Miller, Spruce Grove; Levi Carpenter, P. B. Cunliff, Sturgeon; A. Rowland, C. Fowler, B. Longford, J. Sheehy, A. McLeod, D. Adams, A. Costello, Great Slave Lake; J. W. Lang, Jas. Angeles, California; E. Mayall, Coverdale Ranch; H. W. Edmiston, Clover Bar; H. M. Briggs, Sturgeon.

NEWS FROM THE NORTH.

As briefly mentioned in last issue Messrs. Nagle & Hislop's trading outfit and party arrived on Thursday afternoon last from Fort Rae on Great Slave Lake. The party was composed of Geo. Russell, John Russell, Archie Rowland, John Sheepy, P. Rowland, J. C. Fraser, D. Adams, Chas. Fowler, M. Brunelle, Louis McCallum, Arnold Costello, Wm. Manning, Jos. Savard, E. Renguet, B. Langford, D. Stewart and Archie McLeod, seventeen in all.

The party left Edmonton on May 11th, and arrived at their destination, Willow River, a few miles from Fort Rae across the Great Slave Lake, on the 2nd of July. Here the boats were unloaded and the party remained until the 16th, when they started on the return journey bringing with them Nagle & Hislop's winter's trade of fur, numbering 52 bales and valued approximately at from \$20,000 to \$25,000. Fort Resolution was reached on the 26th of July and after a lay up of four days there the journey was resumed and Fort Smith reached on the 7th of Aug. On the 13th the party pulled out and arrived at Chipewyan on the 17th, and Fort McMurray on the 25th. Here Stephen & Howey's party were met also Capt. Segers outfit, and Mel. Matheson, who went out with Nagle's party in the spring, turned back with his father, one of Segers' party, to take the journey to the Yukon with him. Both Stephen's party and the one with Capt. Segers were doing well and had reached that point without any mishap. They were travelling together and in good spirits. In a few days the journey was resumed and the Grand rapids reached on the 1st of September. Here Langworthy's party were camped, on an island at the head of the rapids and it was here, a few days before the arrival of the Nagle party, that the drowning accident occurred by which W. Patterson, the leader of the Hamilton party, lost his life. The full particulars of the affair appear to be as follows: The Hamilton party on leaving the Landing were told, so they state, that before they reached Grand Rapids they would pass some Hudson's Bay buildings on the river bank. They saw no buildings and were travelling down with the current and with their sail up when they struck the rocks at the head of the rapids, and their boat stuck fast on one. The force of the blow knocked Patterson, who was sleeping on the bow, overboard into the water and he was whirled down stream, a board was thrown to him and with its assistance he managed to keep afloat for some minutes and at last succeeded in getting a foot hold on a rock in the middle of the stream where he remained for about ten seconds when the force of the current caused him to lose his foot hold and he was again thrown into the boiling eddies of the river, the board torn from his grasp and he disappeared over the rapids. The accident was watched by the Langworthy party, who succeeded in hauling the other members of the party and their boat to the island with a rope they threw them, and A. M. Watt went out in a canoe to try and rescue Patterson, but no trace of him could be found and the body was never recovered, though the probability is that it will be eventually found, as the Indians are tracking through the rapids all the time. Natu-

ally the death of their leader cast a gloom over the spirits of the party and they decided to return; especially as they saw their supply of provisions was altogether insufficient for the trip they had undertaken. They therefore, started back travelling slowly and will give up the trip for this year, though they expressed their determination to try the journey again in the spring.

After remaining at the rapids for a few days the Nagle party continued their journey, reaching the Landing at noon on the 13th inst., and Edmonton on the 15th, having been in all 124 days in making the round trip.

All of the Yukon bound parties, who left by the water route, were met at different points along the journey, 22 boats, in all, belonging to parties bound for the Yukon were met. Many passed by without halting and many were strangers to the Edmonton men. The first party met was Jas. Shand, with three others, at Resolution on the 20th of July. They were getting along well. The Pilon and Lamoureux party were met on August 6th at Smith's Landing where they were packing their outfit over the portage. Antoine Brabant and a party of Frenchmen were also met below Grand rapids. The Montreal party were met at Brule Rapids, all doing well. Another party with a sturgeon head boat, which they had bought at the Landing were met at Iron rapids, near the gas well, 125 miles below the Landing. This is, apparently, the Chicago party who aroused the ire of their leader, H. D. Card, by starting out without him after he had waited behind to build the boats. The party with C. and A. Griffin, Forbes Groat and Ernest Crabbe were met this side of the rapids.

The roar of the escaping gas at the Pelican rapids oil well, can be heard for three or four miles. An iron pipe is reaching up out of the ground for some distance and the gas is roaring out of the top and the water spouting up around the base.

The party consider that only a few of those now on the way will succeed in crossing Great Slave Lake before winter sets in. Stephen and Segers' parties will probably get across, but with those later it is very improbable.

METEOROLOGICAL.

The following temperatures are reported from the Dominion government observatory Edmonton, for the dates given:

		Max.	Min.
Thursday	16,	63	
Friday	17,	74	44
Saturday	18,	75	44
Sunday	19,	84	41
Monday	20,	42	

Barometer reduced to sea level 30.061.

MARKET REPORT.

Eggs, per dozen,	10c
Butter, fresh,	15c
New potatoes, per pair,	25c
Oats,	20c and 25c
Beef, live, per lb.,	2½c and 3c
Beef, dressed,	4c and 5c
Hogs, live,	3c and 3½c
Hogs, dressed,	4½c and 5c
Mutton, live,	2½c and 3c
Mutton, dressed,	5c and 5½c
Hay,	\$3.00 and \$4.00

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